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September 15, 2009

The Honorable Ray LaHood
Secretary
United States Department of Transportation
1200 New Jersey Avenue, S.E.
Washington, DC 20590

Dear Secretary LaHood:

The State of Maryland is committed to aggressively seeking funds for transportation projects under P.L. 111-5, "The American Recovery and Reinvestment Act of 2009" (ARRA), and to the swift, transparent implementation of projects that will preserve and create jobs as well as promote economic recovery. Maryland's five applications, for a total of \$204 million in funding under the ARRA Transportation Investments Generating Economic Recovery (TIGER) Discretionary Grants program, are evidence of this commitment.

I appreciate the recognition the United States Department of Transportation (USDOT) has given to Maryland for achieving significant ARRA milestones. The State's effort in implementing ARRA-funded highway projects is reflective of the work Maryland is putting into ensuring that all ARRA funds are invested quickly, efficiently, and in harmony with economic recovery and job-supporting purposes. If the State is given the opportunity, the Maryland Department of Transportation (MDOT) will continue to ensure that TIGER funds are used to provide long-term economic benefits.

Maryland is submitting five applications for funding under the TIGER Grant program. The five projects were selected after an extensive project solicitation and review period that involved coordination between MDOT and potential partners, including other State agencies, the Washington Metropolitan Area Transit Authority, Metropolitan Planning Organizations (MPOs), CSX (one of our commuter rail operators), and local governments.

Maryland's primary goal was to select State- and locally-prioritized projects with the highest probability of success. As such, our application submissions focus on projects that (a) meet a significant number of selection criteria, (b) balance high priority needs that have not been sufficiently advanced with traditional funding sources, (c) focus on intermodalism, (d) advance State policy priorities, including safety and a "Smart, Green, & Growing" sustainable Vision for Maryland, (e) achieve measurable outcomes, such as job creation/preservation and reduced energy consumption, (f) enjoy wide support from other public, local, regional, and corporate stakeholders, and/or neighboring states, and (g) are "ready to go." Given the USDOT's interest in having a variety of projects nationwide, and Maryland's significant financial and transportation needs, we have chosen not to provide a ranking of the projects being submitted. The five State of Maryland sponsored projects are as follows:



- **MARC Capacity and Service Reliability Improvements** - \$45 million: This project will improve regional rail service by funding track improvements and electronic signal upgrades that will allow MARC trains and CSX freight trains to coexist and operate more efficiently in a highly congested rail and highway corridor, and reduce fuel use and emissions along the CSX Camden and Brunswick Lines leading to our nation's capital.
- **BRAC Transportation Improvements in Maryland** - \$58 million: This funding would address congestion due to anticipated increases in traffic volumes and transit ridership as a result of BRAC-related growth at Aberdeen Proving Ground in Harford County, Fort George G. Meade in Anne Arundel County, and Walter Reed National Military Medical Center in Montgomery County, Maryland.
- **MD 5 Branch Ave Metro Access Phase 2/Transit-Oriented Development (TOD) Project** - \$56 million: This funding would improve access to the Washington Metropolitan Area Transit Authority's (WMATA) Branch Ave Metrorail Station from MD 5 (Branch Ave) and I-95/I-495 (Capital Beltway) and thereby further the State of Maryland's priority of developing livable, sustainable communities.
- **Central Maryland Transit Maintenance Facility** - \$25 million: This new maintenance facility would centralize and increase the efficiency of public transit operations in Howard County, Anne Arundel County, and the City of Laurel by providing a publicly-owned maintenance facility instead of relying on facilities provided by contractors. Transit services in this region are expected to increase in order to serve growing numbers of employees at Fort Meade, due to the Base Realignment and Closure (BRAC) initiative, and at the National Security Agency.
- **Masonville Vessel Berth 3** - \$20 million: This funding would be used by the Maryland Port Administration to construct a new pier at the Port of Baltimore, which is currently number two in the nation for exporting U.S.-made automobiles. The project will replace a deficient pier of World War II vintage and ensure uninterrupted supply lines between U.S. automobile manufacturers and purchasers worldwide.

As Governor of the State of Maryland, I submit these TIGER Grant funding applications with the assurance that these surface transportation projects will have a significant impact on the Nation, the State's metropolitan areas, or a region, and promote greater mobility, a cleaner environment, and more livable communities. In this time of economic hardship, it is imperative that states and local governments work together with the Federal government to maximize available resources for only the highest common priorities in furtherance of mutual long-term goals. The projects described in the State of Maryland's TIGER Grant applications reflect these priorities and goals.

Additionally, the State is offering its support for five additional projects totaling approximately \$120 million, which are being submitted and sponsored by our public and private partners in various areas throughout the State. Given the unique nature of each of the projects, we have chosen not to rank order them. The five Maryland-supported projects, listed from east to west, include:

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- **Rehabilitation of the Maryland and Delaware Railroad (MDDE) Snow Hill Freight Line** - This project, being applied for by the County Commissioners of Worcester County (one of Maryland's seven economically distressed areas) would upgrade the Eastern Shore freight rail line operated by MDDE between Frankford, DE, and Snow Hill, MD.
- **Westport Waterfront Transportation Infrastructure Improvements for Transit Oriented Development** - This funding, being applied for by the City of Baltimore (one of Maryland's seven economically distressed areas), would facilitate the implementation of the key statewide priority of transit-oriented development (TOD).
- **National Capital Region Transportation Planning Board (TPB) - Regional Priority Bus Project** - This project, being applied for by the Metropolitan Washington Council of Governments' TPB, would improve transit service and access along transit corridors in Maryland, Virginia, and the District of Columbia.
- **BRAC Multi-Modal Traffic Mitigation and Pedestrian Access Project** - This project, being applied for by the Montgomery County Department of Transportation, would finance the design and construction of a multi-modal traffic mitigation and pedestrian access project around the new Walter Reed National Military Medical Center in Bethesda and address a third BRAC-related growth issue in Maryland.
- **National Gateway Project** - This project, being applied for by the Ohio Department of Transportation on behalf of five states, would complete the National Gateway project, which will create a more efficient intermodal rail system. Projects located within Maryland total approximately \$42 million.

Thank you for your consideration of Maryland's projects and for your continued support of infrastructure needs in Maryland. If you need further assistance, please do not hesitate to contact Ms. Beverley K. Swaim-Staley, Secretary of Transportation. Secretary Swaim-Staley can be reached at 410-865-1001 or at bswaim-staley@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,



Governor

cc: Ms. Beverley K. Swaim-Staley, Secretary, Maryland Department of Transportation